Vallco Special Area Specific Plan

Charrette: Transportation Brown Bag Presentation

10th April 2018

1 Existing Conditions

Roadway, Bicycle and Pedestrian Networks

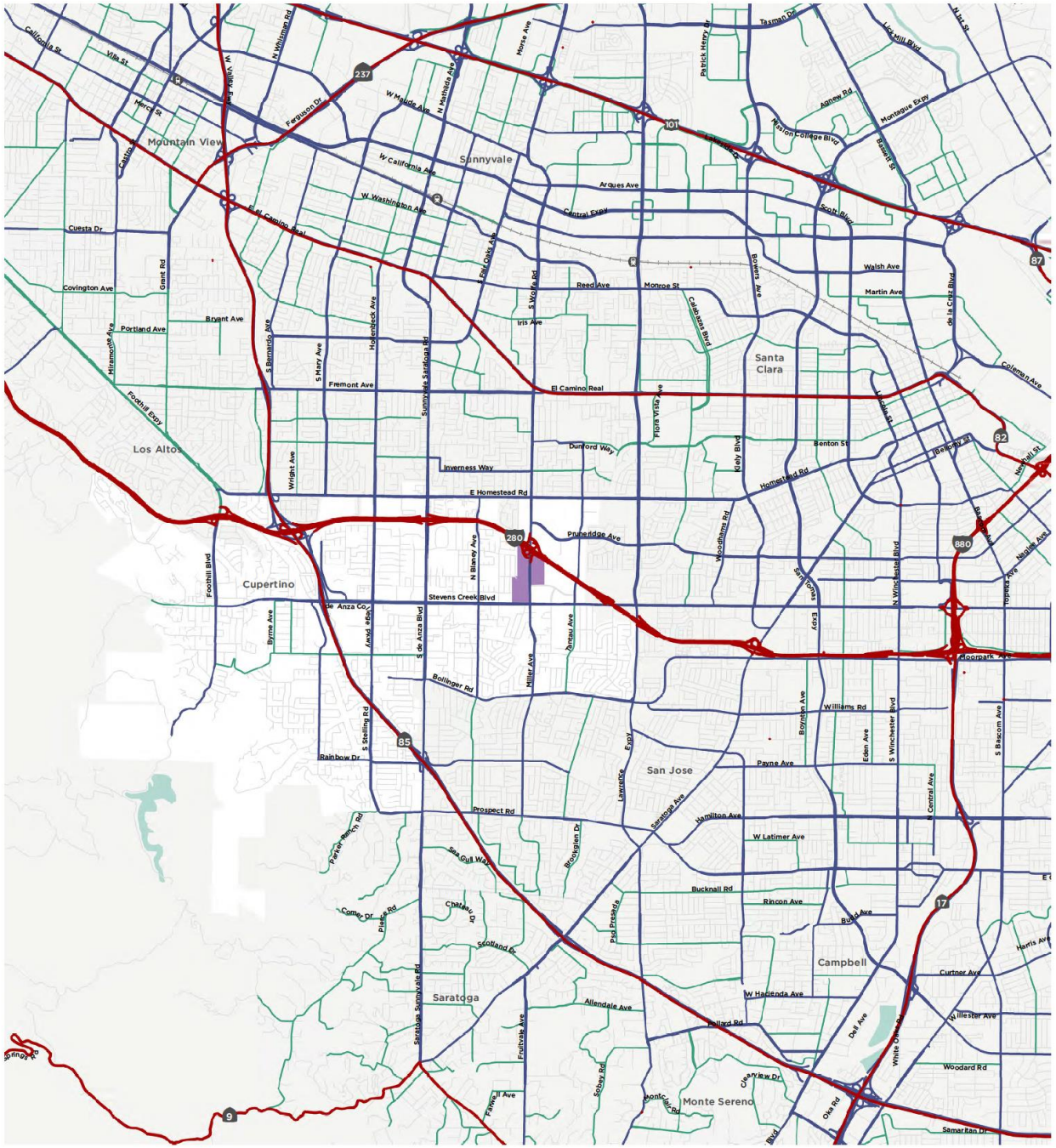
Roadway Network & Parking

Existing Roadway Recommendations

- I-280 and Wolfe Road interchange redesign
- I-280 Express lanes

Existing Parking Facilities

- All retail and commercial areas provide or share parking
- Underground and podium parking has been installed with new developments



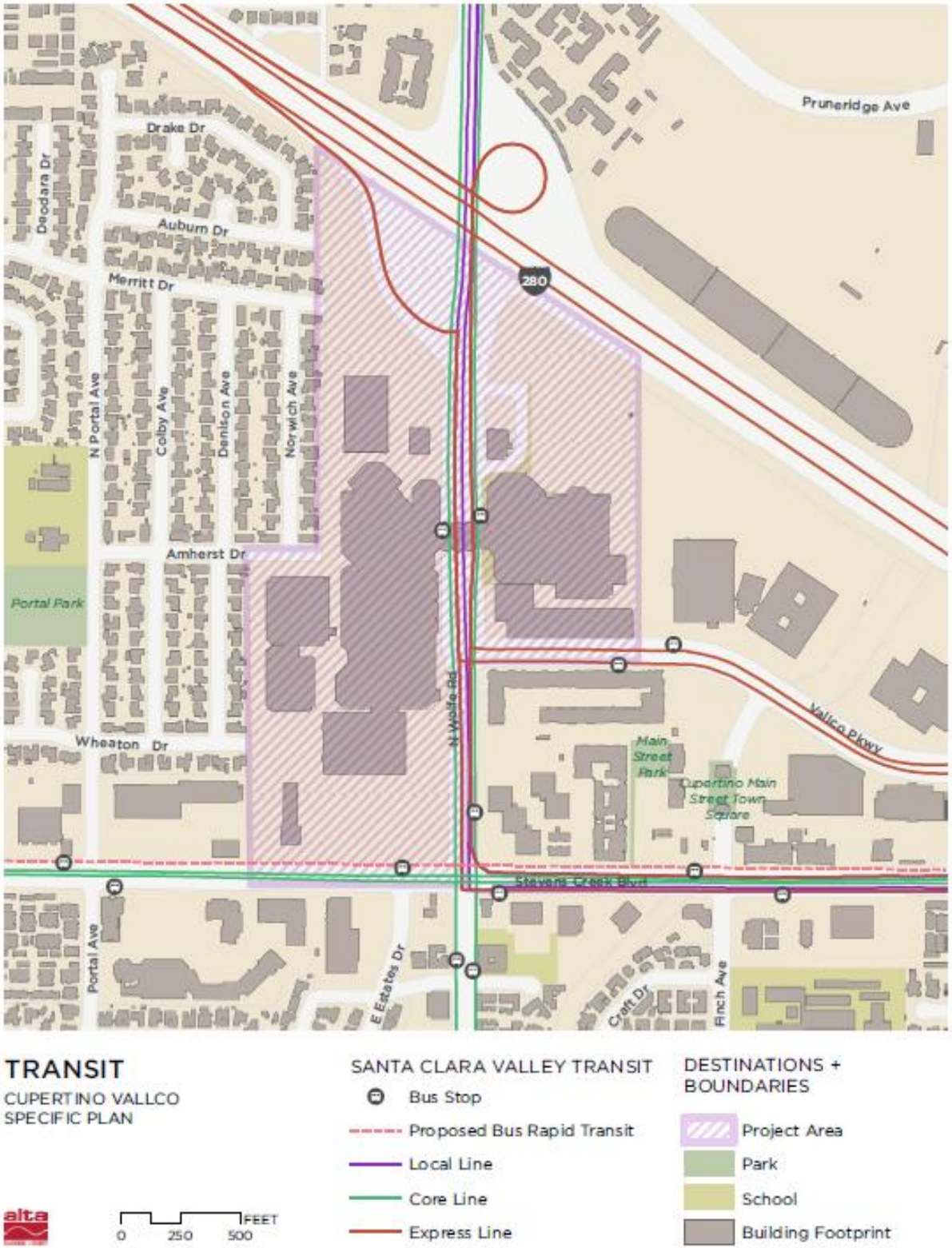
Transit Network

Existing bus routes

- **Express routes:**
  101 and 182
- **Local routes:**
  23, 26, and 81

Existing Recommendations

- **Bus Rapid Transit (BRT):**
  Being implemented by VTA along Stevens Creek Boulevard



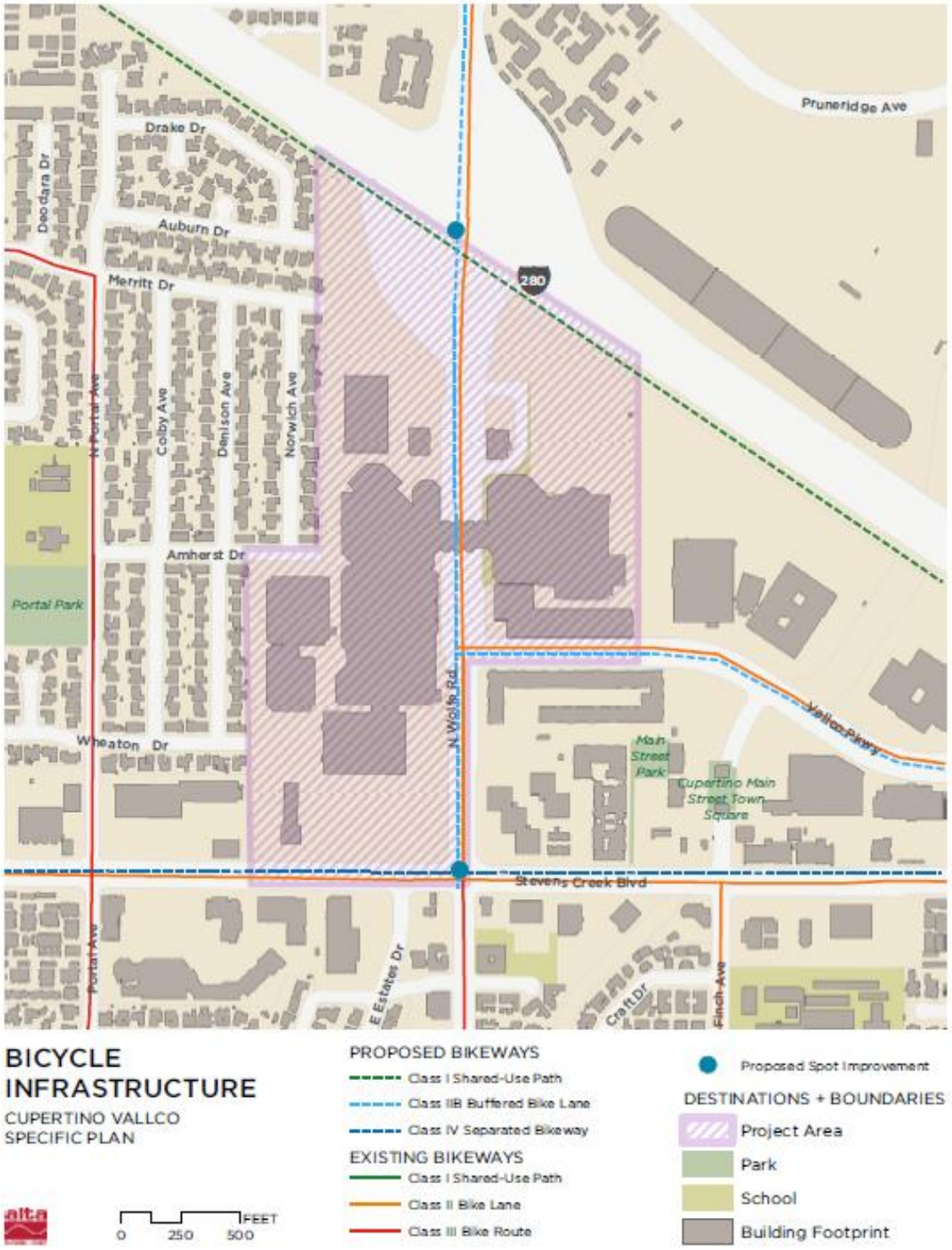
Bicycle Network

Existing Bikeways

- **Class II Bike Lanes**
  - Wolfe Road
  - Vallco Parkway
  - Stevens Creek Boulevard

Bike Plan Recommendations

- **Class I Shared-Use Path:** I-280 Trail
- **Class II Buffered Bike lanes:** Wolfe Road and Vallco Parkway
- **Class IV Separated Bikeways:** Stevens Creek Boulevard
- **I-280 Interchange/Wolfe Road -** bikeway design alternatives being considered
- **Wolfe Road/Stevens Creek Boulevard -** spot improvement



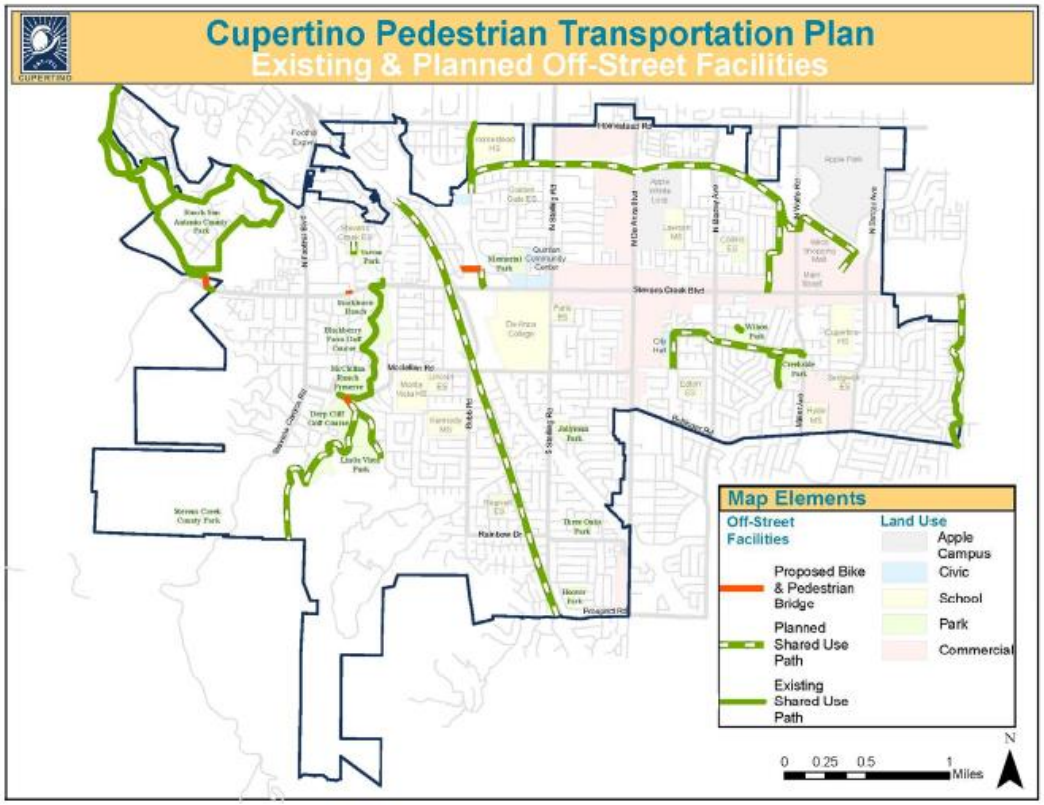
Pedestrian Network

Existing facilities

- Intensity of roadways make some of these streets uninviting
- Sidewalks present throughout
- Pedestrian activated crossings at all signalized intersections

Existing Recommendations

- **Class I Shared-Use Path:** I-280 Trail



2 Guiding Principles

Mobility/Circulation

Travel Patterns

- Cupertino has more jobs than employed residents
- 21% of residents work in Cupertino
- 66% of residents work in neighboring cities: San Jose, Sunnyvale, and Santa Clara
- 13% of residents work outside of Santa Clara County

Table 1-1: Commute Patterns for Cupertino, Surrounding Cities, and California (ACS)

	Cupertino	Santa Clara	Mountain View	San Jose	California
Drove alone	79.2%	77.3%	71.1%	77.5%	73.2%
Carpool	9.5%	9.8%	9.7%	11.3%	11.3%
Public Transportation	2.5%	3.6%	5.2%	3.5%	5.2%
Walked	1.2%	3.3%	2.7%	1.7%	2.7%
Bicycle	0.7%	1.2%	5.0%	0.9%	1.1%
Other	7.0%	4.8%	6.4%	5.2%	6.5%
No Vehicle Available	0.6%	1.7%	3.0%	2.2%	3.5%

Source: City of Cupertino Bicycle Transportation Plan

5. Vallco will utilize innovative transportation solutions that:

- 5.1 Eliminate or reduce potential traffic impacts
- 5.2 Provide mobility choices and provide walkability
- 5.3 Consider the future of mobility

3 Transportation Demand Management

Opportunities

Transportation Demand Management (TDM)

Strategies aimed at reducing the demand for roadway travel, particularly in single occupancy vehicles

TYSONS TMA TRANSPORTATION MANAGEMENT ASSOCIATION

Land Use Strategies

- Mixed-use
- Residential supportive uses
- Office supportive uses

Transportation Strategies

Transit

- BRT
- Bus
- Shuttle/Van Pool
- Shared

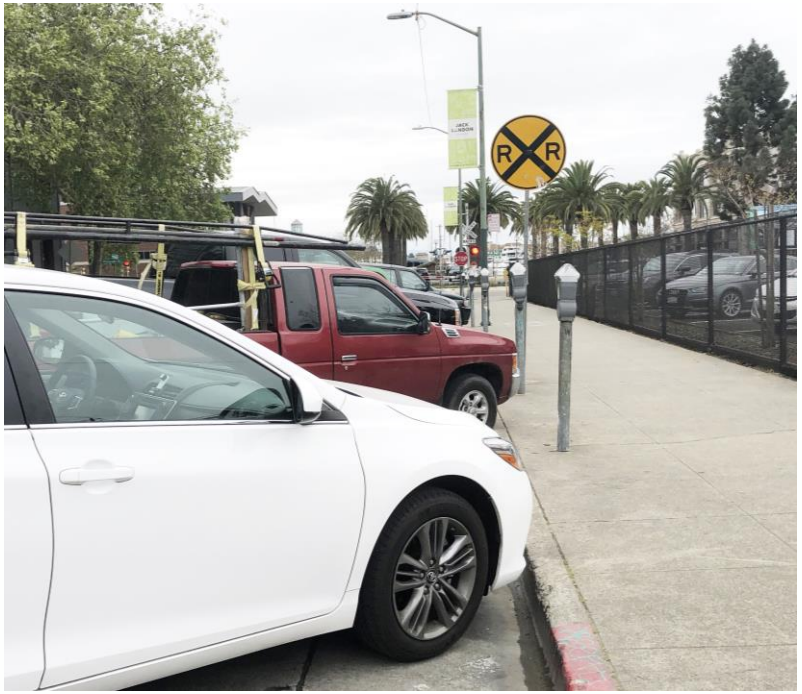
Active Transportation

- Pedestrian
- Bicycle

Delivery Supportive Amenities

Parking Strategies

- Daily Fee
- Increase cost of parking
- Reduce amount of available parking



Programming & Communication

Economic Strategies

- Financial incentives
- Disincentives

Communications and Info

- Wayfinding
- Real-time transportation information displays
- Transportation marketing

Human Behavior Change

- Flextime
- Telecommuting
- Guaranteed ride home
- Promotions/Competitions
- Mobility Concierge
- Social Events

Case Study: Stanford University

No Net New Trips

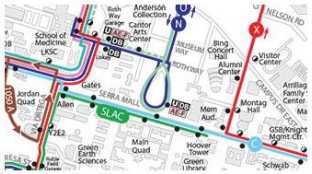
Over 18,000 students, faculty, and staff study, teach, or work on the Stanford University campus, located centrally in Palo Alto. As the University plans for growth and expanding its campus, it has committed to a transportation strategy that produces no net new vehicle trips during commute times.

Outcomes:

- SOV trips decreased from 69% to 43%

Key Strategies

- ☑ Commuter financial incentives
- ☑ Parking disincentives
- ☑ Walking and bicycle improvements
- ☑ Shuttle services
- ☑ Bicycle parking and repair facilities
- ☑ Carpool and vanpool incentives



Case Study: Seattle Children's Hospital

Comprehensive Transportation Plan

Hosts over 7,000 active employees and over 400,000 patient visits a year. The main campus is located in a residential neighborhood and was not well served by buses or trains. Seattle Children's Hospital continues to plan for new facilities and to reduce vehicle traffic and promote active, healthy transportation modes.

Key Strategies

- ☑ Commuter financial incentives
- ☑ Daily parking fees
- ☑ Vanpool and carpool coordination
- ☑ Mixed use on campus
- ☑ Investment in neighborhood bike/ped projects

Outcomes:

- SOV trips decreased from 50% to 38% between 2004 and 2006

Case Study: Tyson's Corner, VA

Access Tysons TDM Program

Built in 1968 and was originally a suburban mall complex in Tysons, Virginia, an "edge-city" outside of Washington D.C. The developer Macerich Company bought the mall and built a high-density, mixed use center that, along with retail, includes a hotel and two residential buildings. "Access Tysons" is Macerich's TDM program.

Key Strategies

- ☑ Communications and decision making tools
- ☑ On-site amenities and events
- ☑ Coordination with city-wide TMA

TYSONS TMA TRANSPORTATION MANAGEMENT ASSOCIATION

Outcomes

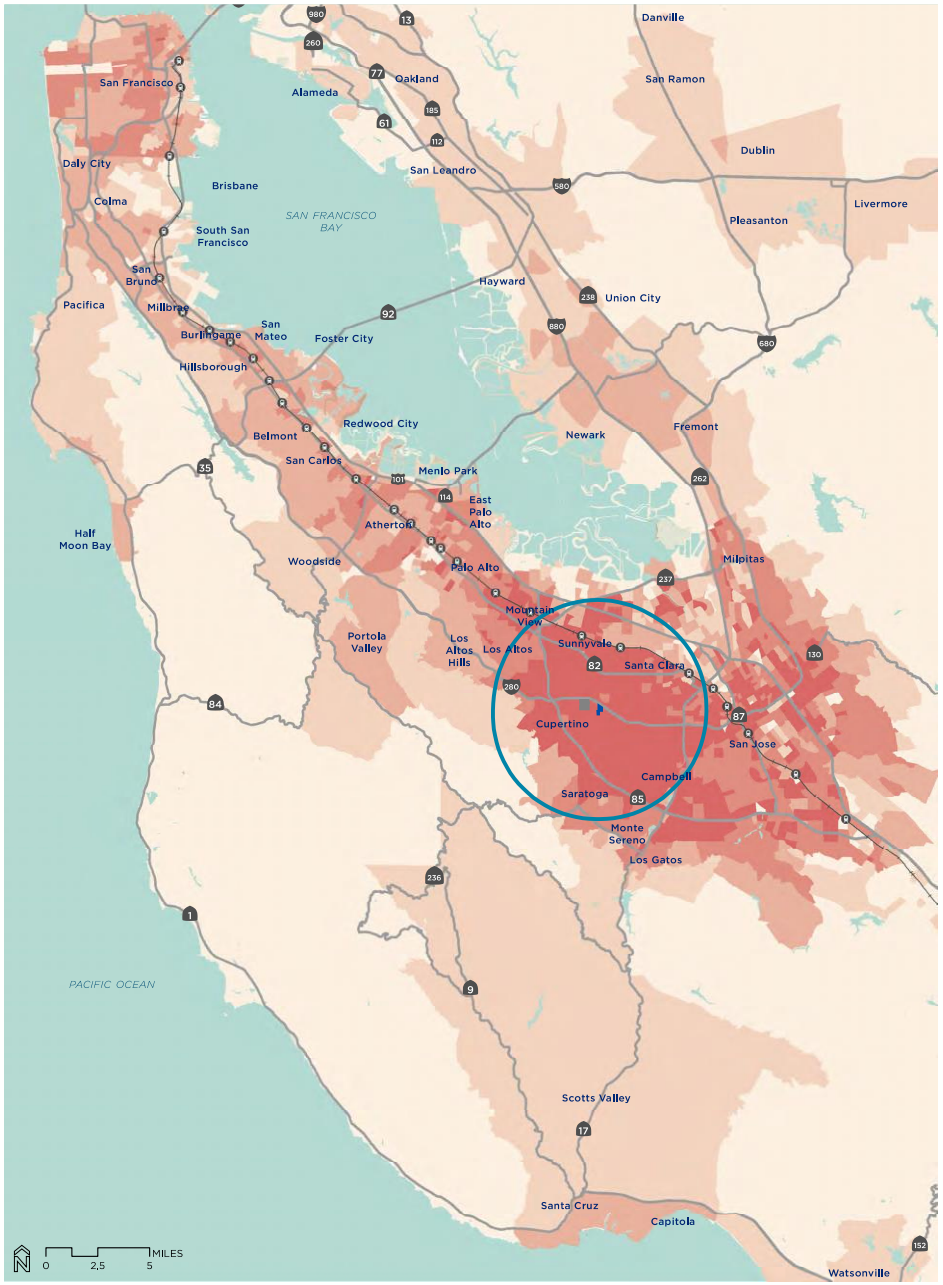
- Between 2015 and 2016, drive alone rates have decreased between 3-9% while walk to work rates have increased from 11% to 24%.

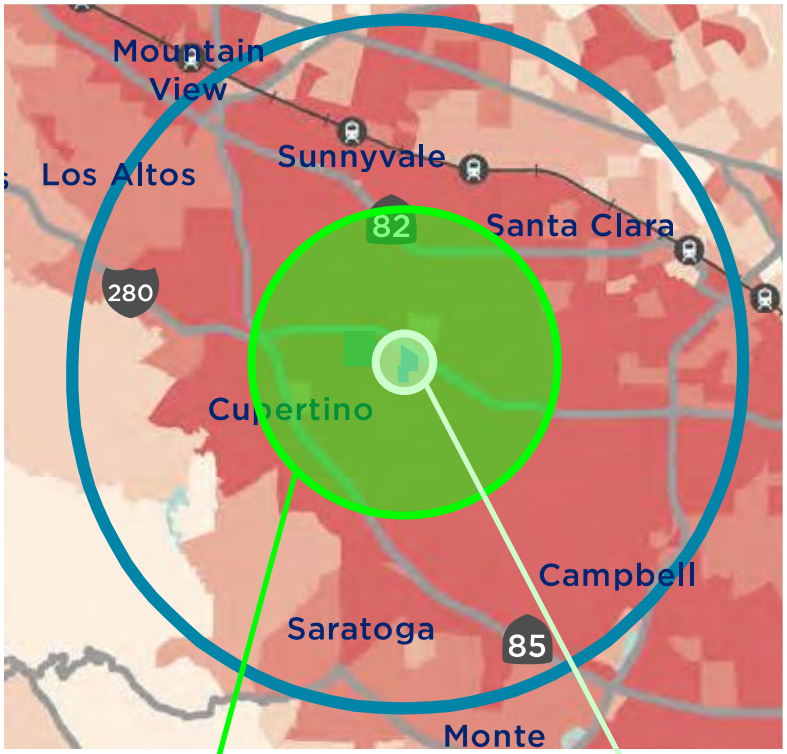
4 Analysis & Evaluation

Opportunities

Evaluating Transportation Strategies

Office Example – Peak Hour to Apple





Biking competitive

Walking competitive

TRIPS

Fewer Trips

More Trips

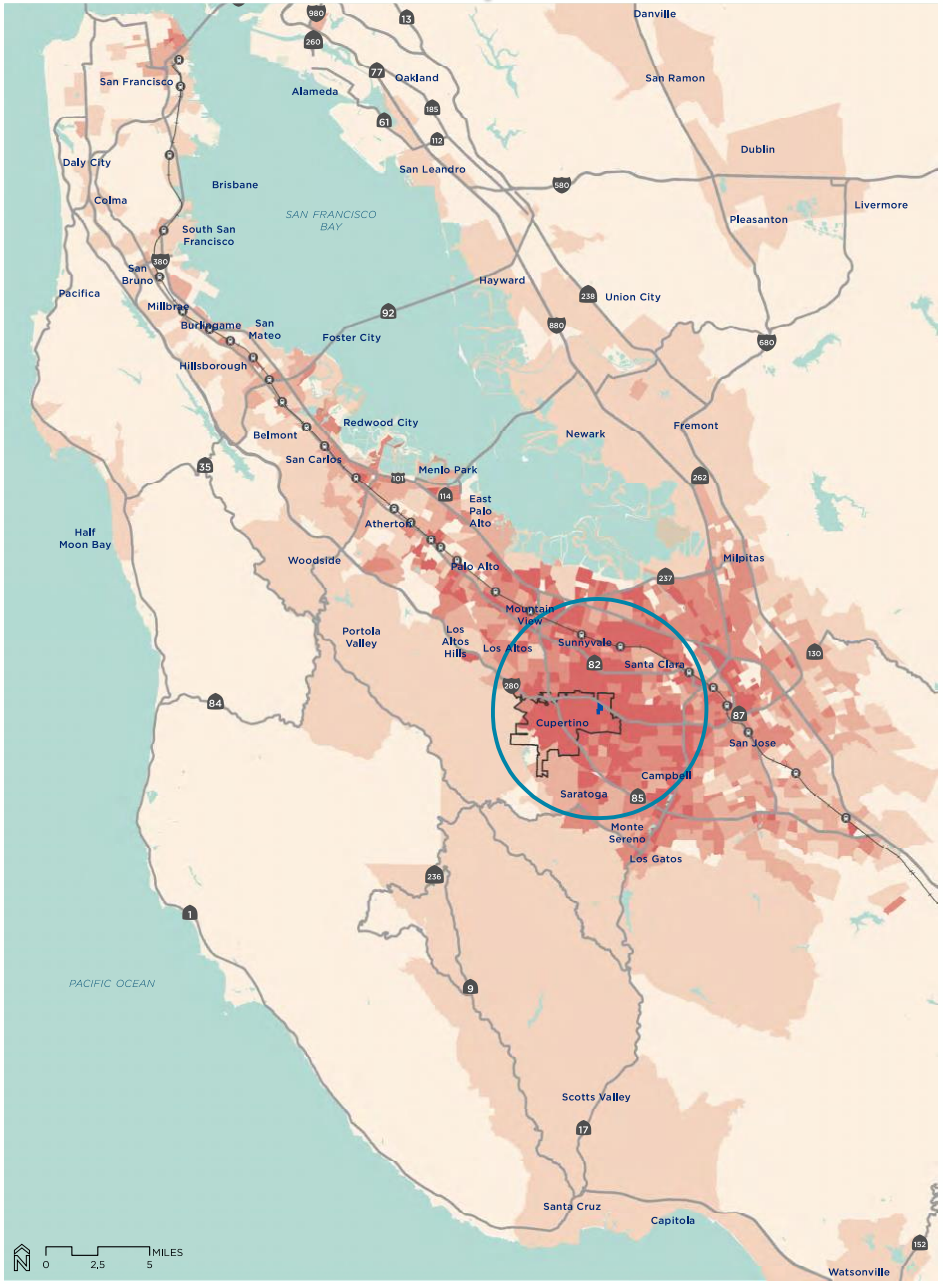
Vallco Special Area

Caltrain Station

Caltrain Line

Evaluating Transportation Strategies

Residential Example - Peak Hour Outbound



TRIPS

Fewer Trips

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